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NOTICE

The undermentioned *Gazettes of India Extraordinary* were published upto the 12th February 1955:—

Issue No.	No. and date	Issued by	Subject
46	S.R.O. 335, dated the 7th February 1955.	Election Commission, India.	Final list of candidates for election to the House of the People from Bahraich District (East) Constituency.
47	S.R.O. 336, dated the 5th February 1955.	Ditto	Publication of names and addresses of candidates in respect of elections to the House of the People or the Council of States.
48	S.R.O. 337, dated the 9th February 1955.	Ministry of Law.	Direction of the President regarding the contracts and assurances of property.
	S.R.O. 338, dated the 9th February 1955.	Ministry of Labour.	Appointment of an Inquiry committee regarding the accident at the Amlabad Colliery on 5th February 1955.
49	S.R.O. 379, dated the 5th February 1955.	Election Commission, India.	Publication of names and addresses of candidates in respect of election to the Legislative Assembly of the State of Ajmer.
	S.R.O. 380, dated the 11th February 1955.	Ministry of Labour.	Further amendments made in the Calcutta Dock Workers (Regulation of Employment) Scheme, 1951.
50	S.R.O. 381, dated the 10th February 1955.	Ministry of Information and Broadcasting.	Certificates by the Central Government regarding the nature of certain films.
51	S.R.O. 382, dated the 9th February 1955.	Election Commission, India.	Publication of Election Petition No. 3 of 1954.

Issue No.	No. and date	Issued by	Subject
	S.R.O. 383, dated the 12th February 1955.	Ministry of Finance (Revenue Division).	Amendment made in the notification No. 160-Customs, dated the 27th November, 1954.
52	S.R.O. 384, dated the 12th February 1955.	Ministry of Home Affairs,	Constitution of a committee by the Government of India to report for the rightful claimant to the throne of Dholpur State.

Copies of the *Gazettes Extraordinary* mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of this Gazette.

PART II—Section 3

Statutory Rules and Orders issued by the Ministries of the Government of India (other than the Ministry of Defence) and Central Authorities (other than the Chief Commissioners).

MINISTRY OF HOME AFFAIRS

New Delhi, the 9th February 1955

S.R.O. 395.—In exercise of the powers conferred by Section 27 of the Indian Arms Act, 1878 (XI of 1878) the Central Government is pleased to exempt the Nepalese troops moving shortly, into Nepalese territory, through the States of Bihar and Uttar Pradesh from Raxaul Station to Rupaidiha, from all prohibitions and directions contained in the said Act in respect of the arms and ammunition carried by them.

[No. 24-P(IV).]

C. P. S. MENON, Under Secy.

New Delhi-2, the 16th February 1955

S.R.O. 396.—In exercise of the powers conferred by clause (1) of article 258 of the Constitution, the President hereby entrusts to the Governments of Andhra, Assam, Bihar, Madras, Orissa and West Bengal, with their consent, the functions of the Central Government under the Land Acquisition (Mines) Act, 1885 (XVIII of 1885), in relation to the acquisition of land for the purposes of the Union within their respective territories.

[No. 20/9/54-Judl.]

M. GOPAL MENON, Dy. Secy.

MINISTRY OF FINANCE

(Department of Economic Affairs)

New Delhi, the 10th February 1955

S.R.O. 397.—In exercise of the powers conferred by clause (iv) of sub-section (1) of Section 28 of the Imperial Bank of India Act, 1920 (XLVII of 1920), the Central Government hereby renominates Shri A. D. Gorwala, 40-C, Ridge Road, Malabar Hill, Bombay, not being an officer of the Government, to be a Director of the Central Board of the Imperial Bank of India for a period of one year with effect from the 10th February, 1955

[No. F.8(3)-F.I/55.]

N. C. SEN GUPTA, Dy. Secy.

MINISTRY OF FINANCE (REVENUE DIVISION)

INCOME-TAX

New Delhi, the 8th February 1955

S.R.O. 398.—[55/102/54-IT].—In exercise of the powers conferred by sub-section (2) of section 5 of the Indian Income-tax Act, 1922 (XI of 1922) the Central Government has appointed Shri N. D. Mehrotra to be a Commissioner of Income-tax with effect from the 31st January 1955 (After-noon).

[No. 8.]

K. B. DEB, Under Secy.

CUSTOMS

New Delhi the 19th February 1955

S.R.O. 399.—In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (VIII of 1878), the Central Government hereby exempts "Commonwealth and International Reply Coupons" imported into India and falling under item No. 45(a) of the First Schedule to the Indian Tariff Act, 1934 (XXXII of 1934), from the whole of the duty of Customs leviable thereon under the second mentioned Act.

[No. 27.]

S.R.O. 400.—In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (VIII of 1878) as in force in India and as applied to the State of Pondicherry, the Central Government hereby exempts melton cloth falling under item 48(2) or 48(6) of the First Schedule to the Indian Tariff Act, 1934 (XXXII of 1934), and proved to the satisfaction of the Customs Collector to be meant for use in the manufacture of tennis balls, when imported into India or the State of Pondicherry, from the whole of the customs duty leviable thereon under the second mentioned Act.

[No. 38.]

E. RAJARAM RAO, Jt. Secy.

CENTRAL BOARD OF REVENUE

INCOME-TAX

New Delhi, the 8th February 1955

S.R.O. 401.—[55/102/55-IT].—In exercise of the powers conferred by sub-section (2) of section 5 of the Indian Income-tax Act, 1922 (XI of 1922) the Central Board of Revenue hereby directs that Shri N. D. Mehrotra, who has been appointed by the Central Government to be a Commissioner of Incometax, shall perform all the functions of a Commissioner of Incometax in respect of the areas comprised in the States of Uttar Pradesh and Vindhya Pradesh and in respect of such persons or such cases as have been or may be assigned by the Central Board of Revenue to any Incometax Authority subordinate to him:

Provided that he shall not perform his functions in respect of such persons or such cases as have been or may be transferred by the Central Board of Revenue to any Incometax Authority outside his jurisdictional areas as aforesaid.

This notification shall be deemed to have taken effect on the after-noon of the 31st day of January 1955.

[No. 7.]

K. B. DEB, Under Secy.

CUSTOMS

New Delhi, the 19th February 1955

S.R.O. 402.—In exercise of the powers conferred by section 73 of the Sea Customs Act, 1878 (VIII of 1878), the Central Board of Revenue hereby makes

the following rules for passing free of import duty baggage landed at customs ports by passengers arriving in India by sea or air from foreign ports in Pakistan, and directs that the said rules shall come into force with effect from the 1st day of March, 1955, namely:—

BAGGAGE RULES

1. *Bona fide* personal baggage is exempt from duty when it accompanies a passenger.

2. (1) *Bona fide* personal baggage shall include wearing apparel and other personal and household effects, provided that the articles are meant for the personal use of the passenger, or for the members of his family travelling with him, and that they are not intended for transfer to other persons either by sale or gift. Jewellery (including articles made wholly or mainly of gold) in reasonable quantity according to the status of the passenger shall also be passed free as personal effects.

(2) *Bona fide* personal baggage shall not include the following articles—

Alcoholic liquor exceeding half a pint.

Perfumed spirit exceeding two ounces in open or unopened bottles.

Cigars exceeding 50.

Cigarettes exceeding 50.

Biris exceeding 200.

Tobacco manufactured or unmanufactured exceeding 4 ounces in weight.

Snuff exceeding ten tolas in weight.

Pianos, radios, carriages, motor vehicles, motor cycles and refrigerators.

Cotton piecegoods or other textile materials in lengths.

Arms and ammunition.

3. *Bona fide* personal baggage which is produced at any land customs station within one month before or after the date of arrival of the passenger to whom it belongs at the same land customs station, may also be passed free at the discretion of the Land Customs Officer.

4. Instruments, apparatus and appliances when imported by a passenger as a part of his personal baggage, and which are in actual use by him in the exercise of his profession or calling, are allowed free entry. Examples of such articles are the tools of a craftsman and the instruments of a physician or a surgeon.

5. Goods reimported into India by passengers from Pakistan which are proved to have been previously exported by land to Pakistan not more than six months before the date of reimportation are exempt from duty. If, therefore, any passenger for Pakistan exports any article (including arms and ammunition which he is legally entitled to possess) liable to duty on importation into India, and if before proceeding to Pakistan he declares his intention to reimport it into Indian territory, the Customs Officer on duty at the Land Customs station shall grant an export certificate giving full particulars of the article to be exported. If this certificate is produced before the Customs Officer at the time of re-import, not being more than six months after the date of export, and if the Customs Officer is satisfied that the article is the one referred to in the certificate, he shall grant free entry to the article.

6. Duty on goods including arms and ammunition imported by a passenger for temporary use in India shall be refunded if re-exported within a period of six months from the date of import, on the passenger making a written declaration of his intention to re-export to the Land Customs Officer at the time of entry into India.

7. Where Government Officials have, by the nature of their duties, to travel to and fro across the Indo-Pakistan land customs lines, either on duty or when proceeding on leave, free entry to their effects may be granted on production of a certificate signed by the head of the department to which the officer belongs, or if the officer is himself the head of a department, by a secretary to the Provincial or Central Government.

[No. 30.]

W. SALDANHA, Secy.

CUSTOMS

New Delhi, the 19th February 1955

S.R.O. 403.—In exercise of the powers conferred by section 100A of the Sea Customs Act, 1878 (VIII of 1878), as in force in India and as applied to the State of Pondicherry, the Central Board of Revenue hereby makes the following rules, namely:—

ALUMINIUM (MANUFACTURE IN BOND) RULES, 1955

1. *Short title.*—These rules may be called the Aluminium (Manufacture in Bond) Rules, 1955.

2. *Definitions.*—In these rules, unless the context otherwise requires,—

- (a) 'the Act' means the Sea Customs Act, 1878 (VIII of 1878);
- (b) 'section' means a section of the Act;
- (c) 'warehouse' means a warehouse licensed under the Act or under the Inland Bonded Warehouses Act, 1896 (VIII of 1896);
- (d) 'foreign aluminium' means aluminium and manufactures thereof, falling under items 66(a) and 66(1) of the First Schedule to the Indian Tariff Act, 1934 (XXXII of 1934), and warehoused under Chapter XI of the Act or under the Inland Bonded Warehouses Act, 1896 (VIII of 1896);
- (e) 'manufacture in bond' means the carrying on by a manufacturer of any manufacturing process or making any other alteration in foreign aluminium for any purpose whatsoever in a warehouse under section 100A and
- (f) 'manufacturer' means a person registered by the Chief Customs Officer for the purposes of these rules, and authorised to carry on manufacture in bond.

3. *Processes of manufacture in bond which may be allowed.*—Subject to the provisions of the Act and these rules, the Chief Customs Officer may permit any process of manufacture in bond on foreign aluminium, including any further process of manufacture in bond in the same or any other warehouse, by a manufacturer.

4. *Registration for manufacture in bond.*—(1) Every application for registration as a manufacturer under these rules shall be made to the Chief Customs Officer within whose jurisdiction the manufacture in bond is desired to be carried on.

(2) Such application shall

- (i) specify the description of every material which is to be used in connection with any manufacture in bond;
- (ii) specify every process of manufacture in bond desired to be carried on by the manufacturer; and
- (iii) furnish detailed plans and description of the premises to be used as a warehouse for the purposes of these rules.

(3) The Chief Customs Officer may register the applicant as a manufacturer for the purposes of these rules, and grant him a certificate of registration subject to such conditions as he thinks fit to impose under rule 10.

(4) A certificate of registration granted under sub-rule (3) shall specify

- (a) a description of foreign aluminium, or goods manufactured therefrom in bond and transferred in bond under rule 5, for manufacture or further manufacture in bond;
- (b) the conditions under which any operation of manufacture in bond may be carried out;
- (c) the registration number allotted to the manufacturer.

5. *Transfer of goods under bond.*—Goods partly manufactured in bond from foreign aluminium may be transferred under bond for further manufacture in bond in another approved warehouse by the same or any other registered manufacturer, in conformity with the provisions of sections 104 to 107 (both inclusive), or where such provisions are not applicable, in accordance with such directions as the Chief Customs Officer may from time to time issue.

6. *Manufacturing operations.*—(1) A manufacturer shall, whenever he desires to take foreign aluminium or goods manufactured therefrom from his warehouse

for any further process of manufacture in bond, make a written application to the Customs Collector or to any officer authorised by him in this behalf specifying the date and time proposed for the operation, the quantity of material required, the marks on the packages from which withdrawals are to be made and the particulars of the bond under which the goods were warehoused. Every such application (hereinafter referred to as the Issue Application) shall be accompanied by,—

- (a) a factory warehousing bill of entry for goods covered by the Issue Application;
- (b) process data where considered necessary by the Customs Collector, showing
 - (i) the quantity of warehoused foreign aluminium or goods manufactured therefrom to be used;
 - (ii) the quantity of other duty-paid imported materials to be used;
 - (iii) the quantity of indigenous aluminium, if any, to be used;
 - (iv) the quantity of other indigenous materials to be used; and
 - (v) the quantity or materials to be used for packing the goods after manufacture.

(2) The manufacturer may thereafter remove the materials under the supervision of an officer of Customs from the warehouse in which the goods are stored to the warehouse in which the process of manufacture in bond is to be carried out.

(3) All containers of foreign aluminium and goods manufactured therefrom on which duty of customs has not been paid, which have become empty as a result of the manufacture in bond, shall be cleared from bond by the manufacturer on payment of duty (at the rate applicable to such containers) or be utilised in the packing of goods for export ex-bond or, at the request of the manufacturer, if not found worth the duty, be destroyed in the presence of an officer of Customs, the duty payable thereon being remitted. A register shall be maintained of the receipt and disposal of all such containers.

(4) Any waste or bye-products arising from the process of manufacture in bond shall likewise be cleared from bond on payment of duty customs unless it be shown to the satisfaction of the Customs Collector that such waste or bye-product has arisen solely from indigenous or duty-paid aluminium, or, at the request of the manufacturer, if found unfit for further use shall be destroyed in the presence of an officer of Customs, the duty payable thereon being remitted:

Provided that the Customs Collector may, subject to an account being maintained to his satisfaction, allow any waste material or bye-product to be used again for manufacture in bond.

7. Clearance from bond.—(1) Goods manufactured in bond shall be suitably packed in the manner approved or prescribed by the Customs Collector and the packages marked and numbered. The packages shall also be conspicuously marked with the words 'For shipment ex-bond' if intended for export and 'For transfer in bond' if intended for transfer to another warehouse under rule 5.

(2) The description and quantity of goods in different packages and the marks and numbers thereon shall be endorsed on the relative Issue Application which shall be duly endorsed by the officer of Customs supervising the manufacturer in bond.

(3) Goods intended for home consumption shall be cleared on payment of customs duty leviable under item 66(a) or 66(1), as the case may be, of the First Schedule to the Indian Tariff Act, 1934 (XXXII of 1934), on the date of the actual removal of such goods from the warehouse, subject to any exemption which the Central Government may grant under sub-clause (4) of section 109A.

8. Manner of making shipment.—(1) A shipper ex-bond of aluminium goods manufactured in bond under these rules shall endorse this fact on the shipping bill, and also indicate the relevant Issue Application number.

(2) The goods shall be examined by the officer of Customs prior to despatch from the manufactory and the packages containing such goods shall be sealed after examination. The packages shall be checked in the docks and shipment allowed if the seals are in tact.

(3) The relevant Issue Application shall be connected with the shipping bill and the quantity of imported material covered by the shipping bill set off against the oldest warehousing bill of entry.

9. *Time limit under section 103 of the Act.*—Clearance ex-bond for shipment shall be allowed free of duty, provided that the goods are exported within three years of the date of the oldest bill of entry covering any part of the non-duty paid material used in the manufacture of the goods covered by the shipping bill.

10. *Powers of Customs Collector.*—For the purposes of these rules, the Customs Collector may—

- (a) require an applicant for registration under these rules:—
 - (i) to enter into a bond with the Central Government to the extent of twice the amount of customs duty payable on the non-duty paid goods to be warehoused,
 - (ii) to make such alterations or arrangements in the factory premises as may be necessary, to the satisfaction of the Customs Collector,
 - (iii) to provide such offices (including furniture and fittings) as may be required by the Customs Collector for his staff,
 - (iv) to pay on demand all duties and charges together with interest at six per cent. *per annum* on the same from the date of such demand in respect of foreign aluminium and other non-duty paid material used for manufacture in bond and not properly accounted for, and to pay promptly all penalties incurred for any violation of rules framed for this purpose,
 - (v) to pay the emoluments including allowances at the prescribed rates of such establishment as may from time to time be appointed by the Customs Collector for the supervision of the warehouse and the processes of manufacture in bond;
- (b) specify the date or days on which and the hours between which the manufacture in bond may be carried on;
- (c) specify the conditions subject to, and the manner, in which goods may be cleared from the warehouse for home consumption or export under rule 7 or for transfer to another warehouse under rule 5;
- (d) require any person who has been concerned at any stage with the manufacture, sale, and transfer of the goods under export to produce books of accounts and other documents of whatever nature relating to the quantity of non-duty paid material employed in the manufacture of such goods; and
- (e) require the maintenance of records and registers and rendering of statements and returns relating to the manufacture in bond in the manner prescribed by the Customs Collector.

[No. 15.]

JASJIT SINGH, Dy. Secy.

MINISTRY OF COMMERCE AND INDUSTRY

New Delhi, the 11th February 1955

S.R.O. 404.—The following draft of an amendment which it is proposed to make in the Tea Rules, 1954, in exercise of the powers conferred by section 49 of the Tea Act, 1953 (29 of 1953), is published as required by sub-section (1) of the said section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after 22nd February, 1955.

2. Any objection or suggestions which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

Draft Amendment

In the said Rules, for the words "Joint Controller" wherever they occur, the words "Controller of Licensing" shall be substituted.

Joint Controller of Licensing

[No. 47(32)-Plant/54.]

TEA CONTROL

New Delhi, the 12th February 1955

S.R.O. 405.—In exercise of the powers conferred by section 4 of the Tea Act, 1953 (29 of 1953), the Central Government hereby appoints Shri A. V. Thomas, M.P., 2/21, First Line Beach, Post Box No. 1603, Madras 1, to be a member of the Tea Board in the vacancy caused by the death of Shri C. M. Kothari and directs that the following amendment shall be made in the notification of the Government of India in the Ministry of Commerce and Industry, No. S.R.O. 944, dated the 17th March, 1954, namely:—

In the said notification, for the entry “12. Shri C. M. Kothari, M/S. Kothari and Sons (Agencies) Limited, Armenian Street, Madras”, the following entry shall be substituted, namely:—

“12. Shri A. V. Thomas, M.P., 2/21, First Line Beach, Post Box No. 1603, Madras 1.”

[No. 48(2)Plant/54.]

S. KRISHNASWAMY, Dy. Secy.

New Delhi, the 15th February 1955

S.R.O. 406.—In exercise of the powers conferred by sub-clause (a) of Clause 2 of the Iron and Steel (Control of Production and Distribution) Order, 1941, the Central Government is pleased to direct that the following amendment shall be made in the Notifications of the Government of India in the late Ministry of Industry and Supply, No. I(1)-4(41), dated the 7th September, 1950, No. I(1)-1(530)D, dated the 26th May, 1948, No. I(1)-1(699)/48-B, dated the 16th August, 1948, and No. I(1)-(106), dated the 8th March, 1948, as amended from time to time, namely:—

In the Schedule annexed to each of the Notifications, for the entry—
“Iron and Steel Licensing Officer, Government of Punjab (I), Simla”,
the entry—
“Deputy Director, Controlled Commodities, Punjab, Simla”.
shall be substituted.

[No. SC(A)-4(216).]

S.R.O. 407.—In exercise of the powers conferred by sub-clause (a) of Clause 2 of the Iron and Steel (Control of Production and Distribution) Order, 1941, the Central Government is pleased to direct that the following amendment shall be made in the Notifications of the Government of India in the Ministry of Commerce and Industry, No. SC(A)-4(32), dated the 30th October, 1952, as amended from time to time, namely:—

For “(2) Iron and Steel Licensing Officer, Government of Punjab, Simla”, occurring in the above-said Notification the following shall be substituted:—

“(2) Deputy Director, Controlled Commodities, Punjab, Simla”.

[No. SC(A)-4(216)A.]

S.R.O. 408.—In exercise of the powers conferred by sub-clause (b) of Clause 1 of the Iron and Steel (Scrap Control) Order, 1943, the Central Government is pleased to direct that the following amendment shall be made in the Notifications of the Government of India in the late Ministry of Industry and Supply No. I(1)-4(78)A, dated the 6th January, 1951, and No. I(1)-4(78)C, dated the 6th January, 1951, as amended from time to time, namely:—

In the Schedule annexed to each of the said Notifications, for the entry—
“Iron and Steel Licensing Officer, Government of Punjab, Simla”,
the entry—
“Deputy Director, Controlled Commodities, Punjab, Simla”.
shall be substituted.

[No. SC(A)-4(216)B.]

S.R.O. 409.—In exercise of the powers conferred by sub-clause (b) of Clause 2 of the Iron and Steel (Scrap Control) Order, 1943, the Central Government is

pleased to direct that the following amendment shall be made in the Notification of the Government of India in the Ministry of Commerce and Industry, No. SC(A)-4(32)A, dated the 30th October, 1952, as amended from time to time, namely:—

For “(2) Iron and Steel Licensing Officer, Government of Punjab, Simla”, occurring in the above-said Notification the following shall be substituted:—

“(2) Deputy Director, Controlled Commodities, Punjab, Simla”.

[No. SC(A)-4(216)C.]

B. B. SAKSENA, Dy. Secy.

Bombay, the 19th February 1955

S.R.O. 410.—In exercise of the powers conferred on me by clause 20 of the Cotton Textiles (Control) Order, 1948, I hereby direct that the following further amendment shall be made in the Textile Commissioner's Notification No. 9(9)-Tex./49, dated 15th April 1950, namely:

In the said Notification, in direction 3, for the figure and mark ‘48’ the figure and mark ‘52’ shall be substituted.

[No. TC(9)18/50.]

S.R.O. 411.—In exercise of the powers conferred on me by clause 20 of the Cotton Textiles (Control) Order, 1948, I hereby direct that the following further amendment shall be made in the Textile Commissioner's Notification No. TCS.I/20, dated 22nd September 1949, namely:—

In the said Notification after sub-paragraph (4) of paragraph 5, the following sub-paragraph shall be inserted, namely:—

“(5) No producer shall produce any poplin which—

(i) is piece dyed or woven with coloured yarn,

(ii) has a width exceeding 40” and

(iii) contains coloured yarn in its border or borders.”

[No. TC(10)33/49.]

M. R. KAZIMI,
Textile Commissioner.

A. K. CHAKRAVERTI, Under Secy.

MINISTRY OF FOOD & AGRICULTURE

FAMINE

New Delhi, the 9th February 1955

S.R.O. 412.—In accordance with clause (a) of Rule 3 of the Rules published with the late Deptt. of Revenue and Agriculture, No. 1616-F, dated the 25th July, 1900, the Central Government is pleased to appoint Shri P. N. Thapar, I.C.S., Secretary, Ministry of Food & Agriculture, to be a member of the Board of Management, Indian People's Famine Trust vice Shri H. M. Patel, I.C.S. resigned.

[No. F.19-1/55-C(G).]

J. L. KUNDU, Dy. Secy.

New Delhi, the 9th February 1955

S.R.O. 413.—Shri Charandas V. Mariwala, c/o Messrs. Kanji Morarji, 285-87, Narsi Natha Street, Bombay-9, is nominated as a member of the Indian Central Oilseeds Committee with effect from the 1st April, 1955, in pursuance of the provisions of Sub-section (ii) of Section 4 of the Indian Oilseeds Committee Act, 1946 (IX of 1946).

[No. F.6-3/55-Comm.I.]

New Delhi, the 12th February 1955

S.R.O. 414.—The following draft of a further amendment to the Indian Lac Cess Rules, which the Central Government propose to make in exercise of the powers conferred by Section 8 of the Indian Lac Cess Act, 1930 (XXIV of 1930), is published as required by sub-section (1) of the said section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 16th March, 1955.

Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

DRAFT AMENDMENTS

In Clause (a) of sub-rule (1) of rule 14 of the said rules, for the words "expert sub-committee", in both the places where they occur, the words "appointments sub-committee" shall be substituted.

[No. F.3-8/55-Com-I.]

F. C. GERA, Under Secy.

MINISTRY OF HEALTH

New Delhi-2, the 8th February 1955

S.R.O. 415.—In exercise of the powers conferred by section 14 of the India Medical Council Act, 1933 (XXVII of 1933), the Central Government, after consultation with the Medical Council of India, hereby directs that the following further amendments shall be made in the Second Schedule to the said Act, namely:—

In the said Schedule—

- (a) in the Table relating to the United Kingdom, under the column, headed "Qualifications", for the word and letter "Table D", the word and letter "Table E" shall be substituted; and
- (b) in foot-note (a), for the word and letter "Table F", the word and letter "Table G" shall be substituted.

[No. F.5-8/55-M.]

BABU RAM, Under Secy.

New Delhi, the 10th February 1955

S.R.O. 416.—The following draft of certain further amendments in the Drugs Rules, 1945, which it is proposed to make, after consultation with the Drugs Technical Advisory Board, in exercise of the powers conferred by sections 12 and 33 of the Drugs Act, 1940 (XXIII of 1940), is published as required by the said sections, for the information of all persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration on or after the 19th May, 1955.

2. Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

DRAFT AMENDMENTS

In rule 65 of the said Rules, (i) for clause (5), the following clause shall be substituted, namely:—

- "(5) All purchases and sales by way of wholesale dealing of drugs, specified in Schedule C shall be recorded in a register or registers which shall include the following particulars, namely:—
 - (a) the dates of purchase and sale of the drugs;
 - (b) the names and addresses of the concerns from which the drugs were purchased and the concerns to which they were sold;
 - (c) the names of the drugs, the quantities and the batch numbers;
 - (d) the name of the manufacturer.

Provided that the licensing authority may allow such other types of records to be maintained as may in his opinion be considered adequate so long as the particulars required by this rule are made available readily at one place in the record.

The records maintained under this Rule shall be preserved for a period of three years from the date of the sale of the drugs.", and

(ii) clause (8) shall be omitted.

[No. DR/65/F.1-32/54-DS.]

KRISHNA BIHARI, Under Secy.

MINISTRY OF COMMUNICATIONS

(Posts and Telegraphs)

New Delhi, the 19th February 1955

S.R.O. 417.—In exercise of the powers conferred by sub-rule (5) of Rule 430 of the Indian Telegraphs Rules, 1951, the Central Government is pleased to direct that with effect from 16th March, 1955 the Message Rate System shall be introduced in the Telephone Exchanges at Bangalore.

[No. PHA-48-2/54.]

V. M. BHIDE, Dy. Secy.

MINISTRY OF TRANSPORT

(Transport Wing)

PORTS

New Delhi, the 9th February 1955

S.R.O. 418.—The following draft of certain rules for the control of vessels in the Port of Kandla carrying petroleum and of the transport, discharge or loading of petroleum in the port, which it is proposed to make in exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908), is published, as required by sub-section (2) of the said section, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 7th March 1955.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

DRAFT RULES RELATING TO THE CONTROL OF VESSELS IN THE PORT OF KANDLA, CARRYING PETROLEUM AND TO THE TRANSPORT, DISCHARGE OR LOADING OF PETROLEUM IN THE PORT

(*Supplementary to the Petroleum Rules, 1937*)

PART I

General Rules

1. These Rules may be called the Port of Kandla (Petroleum) Rules, 1955.

They shall apply to the Port of Kandla only.

2. For the purpose of these rules:

(a) "Part" means a part of these Rules.

(b) "Conservator" means the Conservator of the Port of Kandla, appointed under section 7 of the Indian Ports Act, 1908 (XV of 1908).

(c) "Petroleum" means any liquid hydrocarbon or mixture of hydrocarbons, and any inflammable mixture (liquid, viscous or solid) containing any liquid hydrocarbon; but it does not include any oil ordinarily

used for lubricating purposes and having its flashing point at or above two hundred degrees of Fahrenheit's Thermometer.

- (d) "Certificated Petroleum" means Petroleum certified to be non-dangerous petroleum by a certificate of such description, as the Central Government may, from time to time, by written order prescribe, granted at the Port of shipmcnt.
- (e) "Dangerous Petroleum" means Petroleum having its flashing point below seventy six degrees of Fahrenheit's thermometer.
- (f) "Fuel Oil" means Petroleum having a flash point of not less than 150° F and ordinarily used as fuel in engines or furnaces.
- (g) "Petroleum in Bulk" means Petroleum in quantities exceeding 500 gallons contained in any one receptacle.
- (h) "General Guarantee" means a guarantee in the form printed as Appendix "A".
- (i) "Vessel" includes anything made for the conveyance by water of human beings or property.
- (j) "Bulk Oil Vessel" means a vessel licensed to carry Petroleum in bulk as cargo.
- (k) "Sailing Vessel" means small sailing vessel such as Patimars, Battell, Cotias, Baghlas and fore and aft square-rigged vessels of under 300 tons net register, which carry cargo to or from Indian Ports, but does not include craft licensed to carry cargo in the Port of Kandla such as cargo boats or barges.
- (l) "Cargo Boat" means a vessel licensed under Section 79 of the Sea Customs Act (VIII of 1878), or under harbour craft Rules for the Port of Kandla to land and ship merchandise in the Port.
- (m) "Port" means and includes every portion of the Port of Kandla.
- (n) "Deputy Conservator" means the Officer duly appointed by the Government of India to act under the authority of the Conservator.
- (o) "Traffic Manager" means the Officer appointed by the Government of India to hold charge of the Traffic Department under the authority of the Conservator.
- (p) "Owner" means the Owner, Agent or Master of a Bulk Oil Vessel, or the Owner or Agent of the Petroleum, as the case may require.

3. Nothing in these Rules shall apply to a bulk oil vessel granted a Gas-Free Certificate by a Surveyor or an Officer appointed in this behalf by Government, which has not carried Petroleum since such certificate was issued.

4. With the exception of Rules 6, 9 and 11 of this part nothing contained in these Rules shall apply to vessels carrying or loading fuel oil as bunkers provided that the fuel storage tanks and installation comply with the Regulations on the subject and that no other petroleum is carried except in small quantity as ship's stores.

5. Nothing in Parts II, III or V of these rules shall apply to vessels carrying fuel oil which has a flash point of not less than 150° F. unless the vessel carries or has carried other Petroleum in bulk since obtaining a Gas Free Certificate.

6. Bunkering of vessels with fuel oil in the Port by means of cargo boats will be permitted provided that:—

- (a) The cargo boats used conform to the specification in Appendix 'B' to these rules and have been approved and licensed by the Deputy Conservator.
- (b) No smoking, cooking, naked lights or forges shall be allowed in the cargo boat while pumping is in progress.
- (c) A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil or oily water from leaking into the Port.
- (d) The bilges of an oil cargo boat shall not be pumped when such cargo boat is in any confined waters or is alongside any bulk oil ship or tug.
- (e) The cargo boats shall carry an ample supply of buckets of sand.

7. Vessels lying alongside the main cargo jetties will be permitted, in special cases, to bunker fuel oil from tank barges on application to the Deputy Conservator, provided a guarantee is given by the Owner of the tank barges supplying the bunkers and also by the Owner of the Steamer receiving bunkers, indemnifying the Port from all damage and cost in respect of all accidents and injuries to any person or property caused by or during the bunkering of any vessel or vessels.

Such indemnity shall extend to the officers and servants of the Port.

8. The master of every vessel carrying petroleum other than fuel oil shall, on nearing the Harbour and during the time that such ship remains in the harbour, display by day a Red Flag and by night a Red Light, at the foremast Head or where it can best be seen but not less than 20 feet above the deck, in addition to any navigation lights which may be required by any other Regulations, Rules or bye-laws.

9. The Master of every vessel carrying petroleum shall on reaching the Pilot Station deliver to the Pilot a written declaration over his signature stating:

- (a) What quantity of petroleum the vessel is carrying;
- (b) whether any and, if so, what quantity of it is "Certificated Petroleum";
- (c) whether any and, if so, what quantity of it is "Dangerous Petroleum";
- (d) whether any and, if so, what quantity of it is petroleum having a flash point of not less than 150° F.
- (e) what quantity of petroleum [specifying whether any and, if so, what part of it belongs to each of the classes (b), (c), (d)] it is intended to land at this Port or at any other Port in India:

Provided that no such declaration by the Master of the vessel shall be necessary if, in anticipation of her arrival, the Agent for the vessel delivers to the Deputy Conservator and to the Traffic Manager a written declaration as aforesaid over his signature, or in the case of fuel oil carried as fuel for the vessel, that it is covered by a General Guarantee in accordance with Appendix "A" filed in the Port Office.

10. If any petroleum to be landed at Kandla or any Port in India be certificated petroleum the Master or Agent of the vessel in which it is carried shall deliver to the Pilot or Deputy Conservator, as the case may be, along with his declaration the certificate relating to such petroleum, unless such certificate shall previously have been forwarded direct from the Port of shipment.

11. Every certificate and declaration delivered to a Pilot under rules 9 and 10 shall be made over by him without delay to the Deputy Conservator and all certificates and declarations received by the Deputy Conservator shall with all convenient despatch be forwarded by him to the Chief Customs Officer.

12. Every vessel having petroleum other than fuel oil on board as cargo whilst moored in the Port shall keep the end of a wire hawser having an eye, paid out to the water's edge at the bow and stern to enable tug to take hold in case of emergency, and in the case of a vessel lying at the Oil Jetty she shall in addition have securely shackled to her bower cable an offshore mooring, if and when considered necessary by the Deputy Conservator.

13. Every vessel having petroleum other than fuel oil on board as cargo when discharging or loading or while hatches are open shall have her fire hoses connected and all fire extinguishing appliances ready for immediate use and if the petroleum being loaded or discharged or stowed in the holds is dangerous petroleum all awnings shall be furled. No smoking shall be allowed on board and no other vessels with lights or fires or persons smoking on board shall be allowed within one hundred yards of a vessel loading or discharging dangerous petroleum.

14. No bulk oil vessel carrying petroleum or fuel oil for discharge shall be taken alongside the oil jetty until permission to discharge the same has been received from the Chief Customs Officer and the Traffic Manager. The Traffic Manager shall not issue the permit unless the Customs Permit is produced.

15. No fire or naked lights (except fires in the galley and boiler-rooms and electric light) shall be allowed on board any bulk oil vessel when in the Port until the vessel has been cleansed inside from petroleum and vapour of petroleum, and if loading or discharging dangerous petroleum the conditions laid down in Part II of these Rules must be complied with.

16. Every bulk oil vessel shall wait in the tanker waiting berth until taken alongside the oil jetty to discharge if the jetty is not ready for occupation and also, after discharging the petroleum, until the vessel is cleansed or proceeds direct to sea, provided that a bulk oil vessel, on completion of the discharge of all dangerous petroleum in excess of 20 gallons retained in Ship's stores, may be placed alongside cargo jetty to discharge or load general cargo in accordance with the provisions of Port by-laws on her Master certifying that all tanks which contained dangerous petroleum have been steamed out and ventilated and that the hatches of all such tanks are closed down gas-tight. The Deputy Conservator may, in his discretion allot special anchorage to bulk oil vessels carrying dangerous petroleum, if he considers that in the interest of the Port and the vessel such a berthing is necessary.

17. The master of every bulk oil vessel shall observe the following precautions regarding oil tanks, namely:—

(i) So long as there is petrolcum, or dangerous vapour in a tank, he shall keep the hatches of such tank, and the manholes or other apertures to such tanks, locked or otherwise fastened in a manner satisfactory to the Deputy Conservator: provided that, subject to the provisions of clause (2) of this rule, he may cause them to be opened for the purpose of taking on board or discharging petroleum, for cleaning the tanks or for other sufficient reason.

(ii) He shall not allow any person to enter a petroleum tank unless—

(a) such person wears a safety helmet of a description approved by the Government; or

(b) a surveyor or other officer appointed by the Government of India in this behalf, having examined the tank with the aid of a vapour-testing instrument, has certified it to be free from dangerous vapour.

18. During the time that any bulk oil vessel is in the Port a responsible officer and engineer must always be on board night and day to carry out and give effect to the provisions of these rules. In the absence of the Master, the responsible officer is the Senior Deck Officer on board. When loading or discharging is proceeding or about to be started, it is absolutely essential that the Master or Chief Officer and either the Chief or Second Engineer must be on board and see that every necessary precaution is taken for the safety of the vessel and her cargo, and during all such time the engines, boilers and machinery shall be maintained in working order so that the vessel may be moved (in the case of a vessel loading or discharging Dangerous Petroleum as soon as steam can be raised) if so required by the Deputy Conservator.

19. If so required by the Deputy Conservator, a bulk oil vessel alongside an oil berth shall at any time and from time to time be removed to the anchorage appointed for bulk oil vessels and when the petroleum has been discharged, the vessel shall, as soon as possible leave the oil berth and be taken to the appointed anchorage and remain there till cleansed, unless she is proceeding to sea: provided that if she has discharged her petroleum cargo she may, with permission from the Deputy Conservator cleanse her tanks alongside the oil berth, due precautions being taken to prevent the discharge of oil, oily water or refuse on to the shore or into the Harbour.

20. No bulk oil vessel shall be taken amongst the other shipping, unless proceeding to an oil berth (or in the case of a vessel carrying fuel oil only, into the Port) until her Master produces a certificate from a Surveyor or an officer appointed in this behalf by Government that he has examined the tanks with the aid of a vapour-testing instrument and that the vessel has been found entirely clear of petroleum and vapour or petroleum and is in a fit state to enter the Port.

21. If the quantity of petroleum declared dangerous on board a vessel does not exceed forty gallons and there is no other petroleum on board except that comprised in the vessel's stores, manifested as such and not of an unreasonably large amount, or the aggregate quantity of petroleum on board, not being fuel oil as bunkers, including petroleum declared dangerous, does not exceed forty gallons the said petroleum may be forthwith landed and the vessel may proceed to any anchorage.

22. Any vessel, having petroleum (dangerous or non-dangerous or both) in bulk on board for discharge partly at the Port of Kandla and partly at a Port or Ports other than Kandla, may proceed to the oil jetty for the purpose of discharge of petroleum in bulk without having first temporarily discharged the petroleum in bulk carried by her for the Port or Ports other than Kandla but dangerous

petroleum for the Port or Ports other than Kandla shall not in any circumstances without the special permission of the Deputy Conservator be moved from the tank or tanks containing it or be opened up for any purpose whatsoever.

23. When Petroleum is discharged or loaded in bulk, its removal from or to the vessel shall be effected by means of a hose and a metal pipe suitable and prepared for the purpose and it shall be pumped into storage tanks. Except in the case of dangerous petroleum and in cases where discharge is interrupted to shift berth in accordance with orders from the competent authority the discharge or loading of petroleum in bulk shall be continuous, day and night, until completed, weather and appliances permitting. In the case of dangerous petroleum, discharging or loading may be continuous day and night, but the provisions of Part II of these rules shall be strictly observed.

24. When pumping petroleum at night, electric light only shall be used; and when the vessel has finished discharging or loading dangerous petroleum or non-dangerous petroleum having a flash point below 150° F., the pipe to the storage tanks shall immediately be emptied of petroleum by the vessel's pump flushing water at least as far as the boosting pump on the Shore. If for any cause the discharge or loading of petroleum is at any time suspended, arrangement must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping.

25. It shall be obligatory on the part of bulk oil vessels to employ the services of the booster pump on the shore to accelerate the rate of pumping. However, in special cases, the Conservator may permit a bulk oil vessel to discharge the petroleum under its own power. The Port Administration does not, however, accept any liability for the non-supply of the booster pump due to circumstances beyond its control.

25-I. A bulk oil vessel while discharging non-dangerous petroleum, shall be permitted simultaneously to load and unload general cargo in accordance with the provisions of the Port bye-laws.

26. A bulk oil vessel, when carrying but not while discharging or loading dangerous petroleum, may load or unload dangerous petroleum, may load or unload general cargo, provided that—

- (a) the vessel is berthed at the Oil Jetty or in the special anchorage set apart for the purpose; and
- (b) The Master certifies in writing that the General Cargo hold is separated from the Oil space by an isolating cofferdam and no tank lids whatever are open; also that the General Cargo hold has been thoroughly ventilated and rendered free from inflammable vapour.

27. (a) A bulk oil vessel will not be permitted to berth for the purpose of discharging bulk petroleum through the Port pipe line unless the consignee furnishes a certificate to the Deputy Conservator and the Traffic Manager that they have at their disposal sufficient licensed tank storage capacity available to accommodate the total quantities of the individual petroleum products manifested for discharge at Kandla. The particular licensed tank storage into which the bulk oil is to be discharged and the capacity available must be specified and the quantities to be discharged must be stated on the certificate.

Should it appear, during the course of discharge, that for any reason the particular licensed tank storage capacity is insufficient to accommodate the quantities manifested to this Port, the vessel may be stopped from discharging through the Port's Pipe Line and will be liable to be removed from the berth at the discretion of the Deputy Conservator and the Traffic Manager.

(b) A bulk oil vessel berthed at the oil jetty for the purpose of discharging petroleum, shall with the assistance of the booster station on the shore discharge such cargo at rate not less than the following:

White oil through 12" pipe line 2,500 glns. per minute.

Black oil through 16" pipe line 2,200 glns. per minute.

The rate of discharge, may however be reduced to not less than 800 gallons per minute for white oil and 700 gallons per minute for black oil, if the vessel is allowed to pump on her own power.

Failure to discharge these cargo at the above rates will render the vessel liable to be removed from the berth at the discretion of the Deputy Conservator or the Traffic Manager.

Note.—Stoppage of discharge under Rule 27(a) or (b) of Part I of these Rules will not relieve the Master of the vessel from flushing the pipe in accordance with rule 24 of Part I of these Rules.

28. When petroleum other than Fuel oil imported otherwise than in bulk is landed, it shall be landed either at berths provided for the purpose, or in cargo boats and except where electric light is exclusively used, only after sunrise and before sunset, and only at such place or places as the Deputy Conservator shall direct, subject to any Customs Notification that may, for the time being be in force; provided that where cargo boats are utilised the conditions and precautions prescribed in Part IV of these Rules shall be observed.

29. Petroleum may be transhipped from one vessel to another for conveyance to any other Port, whether within or beyond the limits of India provided that the Petroleum shall not be transhipped between sunset and sunrise, except when electric light is exclusively used, and provided further that the precautions laid down in Part IV of these Rules shall be observed, and that dangerous petroleum, whether in bulk or otherwise, shall not be transhipped under any circumstances between the hours of sunset and sunrise.

30. Subject to the preceding Rules and to the Port By-laws, nothing in these Rules shall prohibit the entry into the Jetties of any vessel carrying fuel oil in bulk when the Master or Agent for the vessel produces a certificate in the form hereto annexed, to the effect that the fuel oil so carried has its flashing point not less than 150° F. by approved test:

Provided that if the vessel has recently carried petroleum of a flash point below 150° F. in any tank without having such tank certified gas free, these Rules shall apply until the vessel has been properly cleansed and is entirely clear of petroleum and vapour of petroleum and the certificate in regard thereto required by Rule No. 29 of this Part has been produced.

FORM OF CERTIFICATE

- (1) Quantity of Fuel Oil in vessel.
- (2) Description of oil.
- (3) Specific gravity of oil.
- (4) Number of samples taken.
- (5) Flash point by approved test.
- (6) Signature of Officer making above test.
- (7) Visa of Government Officer or Consul or signature of the Company's Chief Resident Chemist and the countersignature of the General Manager of the Local Refinery or Works.

31. No steamer carrying inflammable cargo other than petroleum and its products shall, while within the Port, tow a cargo boat carrying petroleum in bulk.

32. No steamer towing a cargo boat carrying petroleum in bulk shall, while within the Port, at the same time tow any other cargo boat carrying inflammable cargo other than petroleum and its products.

33. Rules 31 and 32 of this Part shall not apply to fuel oil.

34. Nothing in these Rules shall entitle any vessel to a lien on a particular berth.

PART II

Special Rules relating to Bulk Oil Vessels, discharging or loading Dangerous Petroleum within the Harbour

1. Before any dangerous petroleum is landed or loaded the owner shall give due notice to the Deputy Conservator and the Traffic Manager.

2. Except as provided in Rule 29 in Part I of these Rules dangerous petroleum in bulk shall only be loaded or discharged at the Oil Jetty.

3. Before any dangerous petroleum contained in casks, barrels or other containers is landed, the holds of a bulk oil vessel having on board such containers shall be thoroughly ventilated, and after all dangerous petroleum has been removed from any bulk oil vessel the holds and tanks shall be rendered free from inflammable vapour.

Provided that this Rule shall not be deemed to require to be free from inflammable vapour the tanks of a bulk oil vessel which leaves the Harbour without delay after the discharge of dangerous petroleum.

4. (a) Dangerous petroleum may be discharged by day or night subject to the provisions of Part II, Rule 7, but such discharge must commence not less than one hour before sunset and should anything occur during such discharge after sunset to necessitate a repair to the plant, pipes or connections or to interfere in any way with the uninterrupted discharge of the dangerous petroleum such discharge shall be discontinued until after sunrise.

(b) Bulk oil vessels which conform to the requirements of Appendix "C", to these Rules, may, in special circumstances be permitted to discharge by steam from their own boilers or by internal combustion engines placed in a position remote from cargo holds and pump rooms but bulk oil vessels not so conforming shall necessarily discharge by availing the shore pumping facilities.

(c) In bulk oil vessels conforming with Appendix "C" and having the cargo pump driven by electric motor, the electric motor must be of approved design and its connections shall be isolated from the cargo pump by a gas-light bulkhead of sufficient height to preclude the possibility of inflammable vapour entering the motor compartment. A gas-tight gland shall be fitted where the driving shaft passes through the bulkhead.

NOTE.—Before any bulk oil vessel is permitted to discharge dangerous petroleum under its own power as mentioned in Rule 4 above special permission must be obtained from the Conservator.

In the event of it being necessary to interrupt pumping in order to raise steam on board, the oil pipes in the vicinity of the vessel shall be flushed with water and the valve on the Pier Head shall be closed before the boiler fires are lighted.

6. The use of electric power while loading or discharging dangerous petroleum is not permitted unless the vessel's electrical installation complies with Lloyds or other approved Society's requirements for electric fittings for ships carrying oil having a flash point less than 150°F.

7. Every vessel discharging dangerous petroleum shall be fitted with a by-pass valve on the discharge side of the pump having a connection back to the ship's tanks.

8. From the time when the holds or tanks of a bulk oil vessel are first opened for the purpose of loading or landing dangerous petroleum until such time as all dangerous petroleum shall have been loaded into or removed from such holds or tanks and the holds or tanks shall have been securely closed down and, in the case of landing rendered free from inflammable vapour as required by this Rule, there shall be no fire or artificial light on board such ship or at or near the place where the dangerous petroleum is being loaded or landed:

Provided that this Rule does not prohibit boiler fires in the case of vessels conforming to the requirements of Appendix "C" of these Rules:

And provided that this Rule shall not prevent the use of lamps, heaters, cookers, or other similar type of safe apparatus, electric or otherwise, so designed, constructed and maintained as to be incapable of igniting inflammable vapour.

9. The owner shall take adequate steps to prevent any person under his control from smoking at or near the place where dangerous petroleum is being landed or loaded and to prevent any person engaged in such landing or loading from carrying fuses, matches, or any appliances whatsoever for producing ignition.

10. No dangerous petroleum contained in casks, barrels or other vessels shall be landed or loaded unless such vessels are staunch and free from leakage, and are of such strength and construction as not to be liable to be broken or to leak, except in case of gross carelessness or extraordinary accident.

11. All pipes and other appliances used in the landing or loading of dangerous petroleum in bulk shall be free from leakage.

12. When the landing or loading of dangerous petroleum has been commenced such landing or loading shall be proceeded with, with due diligence (see Rule 27, Part I), and if it is discontinued the tanks and holds of the petroleum ship shall immediately be closed.

13. No dangerous petroleum contained in casks, barrels, or other vessels shall be landed at any quay until the ship or carriage by which the same is to be removed therefrom shall be at the place in readiness to receive the same, and all dangerous petroleum landed shall be forthwith removed therefrom, or to some duly licensed place of storage.

14. No dangerous petroleum shall be brought to the place of loading until the petroleum ship into which it is to be loaded is in readiness to receive the same.
15. No dangerous petroleum shall be discharged or allowed to escape into the waters of the Harbour.
16. The Master or Owner shall take all due precautions for the prevention of accident by fire in landing or loading dangerous petroleum.

17. Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing the hatches or tank lids of a petroleum ship, nor shall be chipping of iron rust or paint be carried on in the vicinity.

Fires and lights not to be used on Quay.—Fires and lights other than electric filament lamps and/or self-contained electric lamps, heaters, Cookers, or other similar type of safe apparatus, so designed, constructed and maintained as to be incapable of igniting inflammable vapour, shall not be used upon the quay upon which dangerous petroleum is being landed or loaded, or upon which dangerous petroleum is lying.

Red Flag or Red Light exhibited on Oil Jetty Pier.—Whilst a bulk oil vessel is actually engaged in discharging or loading dangerous petroleum or cleansing her tanks or ventilating vapour from opened tanks at the oil Jetty a red flag by day or a red light by night will be exhibited on the flagstaff near the landing st.

No steam launch or vessel having fires, lights or persons smoking on board shall be allowed within 100 yards of such vessels or alongside the Pier while this signal is exhibited.

Distance between ships.—Two or more petroleum ships shall not, except for purpose for transhipment, lie within 100 feet of one another unless in the opinion of the Deputy Conservator it is impracticable to maintain such distance.

Superintendence.—For the safer loading and unloading of dangerous petroleum and for the prevention of accident by fire or explosion the Port Administration may appoint a person or persons to superintend and enforce the observance of these Rules during the discharge or loading of dangerous petroleum and the Owner of the vessel shall be liable to pay to the Port the reasonable expenses of such superintendence. Such superintendence shall not attach any legal liability to or constitute the acknowledgement by the Port that the rules have been observed and shall not release the Owner or Master of the vessel from responsibility for failing to observe the Rules.

Inspection.—The owner shall, when so required by the Deputy Conservator, or other official authorized by the Port authority, afford every reasonable facility to enable such official to ascertain whether these rules are duly observed.

PART III

Special rules relating to vessels carrying petroleum other than bulk oil vessels, sailing vessels and cargo boats

1. Vessels arriving in Port with, or loading or discharging dangerous petroleum in tins, metal barrels or other containers, shall be anchored in the special anchorage, set apart for the purpose.
2. Vessels shall not load or discharge dangerous petroleum in tins, metal barrels or other containers, except between the hours of sunrise and sunset.
3. Vessels arriving in the Port with, or loading or discharging non-dangerous petroleum in tins, metal barrels or other containers shall be anchored in such place as the Deputy Conservator may direct.
4. General cargo and non-d
containing in separate holds,
petroleum no other cargo shall be loaded or discharged,
s, metal barrels or other
provided that they are
discharge of dangerous
5. Under certain conditions, vessels having non-dangerous petroleum in tins, etc., and general cargo on board may be allotted berths at the cargo jetty of the Port where in addition to the provisions of the Port By-laws, the following precautions must be strictly observed:—
 - (i) That when general cargo is being loaded or discharged, the hatches or compartments in which non-dangerous petroleum is carried are kept securely closed and vice-versa.

(ii) That special arrangements to maintain a thoroughly efficient watch and ward are made by the ship and all necessary precautions against fire and smoking are strictly observed whilst the vessel is at the Wharf Berths.

(iii) Every care is taken to safeguard the ships at the adjoining berths.

6. Vessels may load or discharge non-dangerous petroleum in tins, metal barrels, or other containers between the hours of sunset and sunrise, provided that no lights of any description other than electric lights are used either on board the vessel or any cargo boat alongside.

7. Subject to the provisions of the Port Bye-laws, vessels which have discharged dangerous or non-dangerous petroleum in tins, metal barrels, or other containers, shall not be transported from the anchorage at which such discharge took place to the cargo jetties until the Master has certified in writing that the bilges of the holds from which such dangerous or non-dangerous petroleum was discharged are free of petroleum and petroleum vapour. The Port, however, reserves the right to be furnished with a further certificate issued by a Surveyor or an Officer appointed in this behalf by the Government that the holds or compartments in question are free petroleum and petroleum vapour and that in his opinion the vessel is in a fit state to enter dock or come alongside Cargo Jetties.

NOTE.—See Rules 8, 12 and 13 of Part I of these rules which also apply.

PART IV

Special Rules relating to Cargo Boats

1. No fire or light of any description other than lights required by the Port Rules or any detonating article or substance whatsoever or matches, shall be allowed on board any cargo boat while being used for the transport of or when loading or discharging dangerous petroleum.

2. No cargo boat used for the carrying of dangerous petroleum shall be fitted with a caboose for cooking purposes when engaged in such work.

3. Dangerous and non-dangerous petroleum shall not be transported at the same time on the same cargo boat.

4. Leaky tins containing dangerous petroleum shall not be loaded into a cargo boat containing sound tins.

5. The bilges of every cargo boat which has carried a cargo of petroleum shall, immediately after the cargo boat has been unloaded, be thoroughly cleared of all traces of such petroleum and dried and the holds shall be thoroughly ventilated, provided that in the case of a cargo boat specially constructed and employed in carrying petroleum in bulk this precaution shall not be necessary until the cargo boat has completed its work on the whole consignment of petroleum which it has been engaged to carry.

6. Cargo boat into which dangerous petroleum has been loaded from any vessel or wharf shall not be permitted to leave from alongside such vessel or wharf except during daylight and not later than a time which will enable the cargo boat to arrive before sunset at the place at which the dangerous petroleum is to be discharged.

7. Every cargo boat having any quantity of dangerous petroleum or other petroleum in bulk on board shall exhibit from sunrise to sunset a large square red flag from a mast not less than 15 feet above the deck.

8. The hatches of every cargo boat having dangerous petroleum on board shall be and remain battened down and covered with tarpaulins at all times save when actually loading or discharging petroleum.

9. Every cargo boat, other than a motor-propelled cargo boat, having dangerous petroleum on board shall be transported by a tug, and if steam be the motive power of such tug, her funnel top or tops shall be fitted with efficient spark arresters.

10. All towing hawsers shall be made of steel wire or chain and the scope between the stern of the tug and the stem of the nearest tow to her shall not be less than 100 feet.

11. No dangerous petroleum shall be loaded into or transported in cargo boats other than those complying in all respects with the requirements laid down in Appendix "D" to these rules, and approved by the Deputy Conservator.

12. Cargo boats used for the carriage of dangerous petroleum may be propelled by motors fitted to such cargo boats, provided:—

- (a) that such cargo boats are built in accordance with recognized rules for ship-building, such as Lloyd's rules or those of the British Corporation, and under the supervision of a responsible surveyor;
- (b) that the propelling power is situated in the afterpart of the vessel the compartment in which it is fitted being separated from the hold used for cargo by a cofferdam extending the full width of the vessel and of one frame space in length;
- (c) that the propelling power is sufficient to enable the vessel to traverse the distance from the loading to the discharging station within two hours and under ordinary conditions of weather; and
- (d) that such cargo boats comply with the requirements of Appendix "D" to these rules and are approved by the Deputy Conservator.

13. Petroleum other than dangerous petroleum in bulk shall be transported in a cargo boat which complies with the specification laid down in Appendix "B" to these Rules, is duly licensed for such service and has been approved by the Deputy Conservator.

PART V

Special Rules relating to the carriage of Dangerous Petroleum in sailing vessels

1. Dangerous petroleum may be transported from Kandla by sailing vessels in accordance with the provisions of this Part.

2. Every sailing vessel with dangerous petroleum on board shall, whilst in the Port, exhibit where it can best be seen a red flag.

3. The dangerous petroleum shall be carried either in (1) 40 Gallon steel barrels, the screw bungs of which are well fitting and sealed or (2) the usual 2 gallon sealed tins of petrol companies or other containers approved by the authorities or (3) 4 gallon sealed drums. In the case of (1) the barrels shall be loaded with the bungs upwards. In the case of (2) not more than 4 tiers of such tins shall be carried on a vessel. In the case of (3) not more than 3 tiers of such drums, which shall be loaded on their ends with bungs upwards, shall be carried on a vessel. The barrels or tins or drums shall be so packed, and dunnage of suitable material as approved by the Port Authorities so inserted as to ensure close stowage and prevent any shifting of the receptacles during transit. The barrels or tins or drums shall not be placed within 4 feet of the after-deck.

4. The quantity transported in a single vessel shall not exceed the licensed carrying capacity of the vessel taking into account the weight of the barrels or tins in which the dangerous petroleum is carried. When the dangerous petroleum is carried in 40 gallon steel barrels, five full barrels shall be taken to constitute a ton.

5. All barrels or tins shall be carefully examined and no leaky barrels or tins shall be shipped.

6. Loading shall be done under the supervision of the Harbour Police and shall only be allowed between sunrise and sunset and at such places as may be notified for the purpose.

7. No fire or naked light of any description or smoking shall be allowed on any part of the vessel during the loading or discharge of dangerous petroleum or while lying alongside a wharf.

8. No fire or naked light of any part of the vessel during the small after-deck which shall be shall be allowed on the reaching upto within six inches of the gunwale.

9. No inflammable cargo shall be carried at the same time as dangerous petroleum.

10. Buckets containing sand shall be placed at convenient points on the craft and not less than two such buckets shall be placed on the after-deck.

11. Country craft loaded with dangerous petroleum shall not leave their loading berth except during daylight and with written permission from the Port

Authorities which shall not be granted unless there is reasonable probability that the craft will be clear of the shipping in the Port before sunset. No such craft shall anchor within half a mile of other shipping in the Port unless compelled by stress of weather or accident.

APPENDIX "A" TO RULE NO. 9 PART I

To

The Conservator of the Port of Kandla

We being Owners/Agents of the Owners..... of the S.S..... do hereby declare and warrant that in terms of (Line of steamship known as) the bunkering contract(s) for the said S.S..... (Line of the steamship) the oil suppliers have been and are bound to supply to the said ship..... (Line of steamship) fuel oil of all of which the flash point is in all cases at or above 150° Fahrenheit and that no fuel oil except that supplied under the above mentioned contract(s) has been utilised for bunkering the said Ship..... (Line of ships)

This guarantee is a general guarantee and shall continue in force until expressly revoked by us in writing.

Dated this day of 19 .

APPENDIX "B" TO RULE NO. 6(a), PARTS 1 AND 13, PART IV

Specification for cargo boats intended for the carriage of petroleum other than dangerous petroleum in bulk

(a) *Self-propelled cargo boats*—

(1) All self-propelled cargo boats intended for the carriage of petroleum in bulk shall be fitted with Internal Combustion Engines of an approved type and sufficient in power to propel the vessel at a speed of not less than 7 knots.

(2) *Tonnage*.—The maximum carrying capacity of a cargo boat built under (a) for Inland and Harbour purposes shall not exceed 500 tons.

3. *Compartments*.—(1) For all carrying capacities above 150 tons the vessel shall be divided into eight separate compartments, i.e.,

1. Fore peak.
2. Store Room.
- 3, 4 & 5. Tanks in pairs.
6. Cofferdam.
7. Engine space.
8. After peak.

In the case of vessels constructed to carry 150 tons and under, the number of separate tanks may be limited to two pairs.

(2) An expansion truck to contain 4 per cent. of the contents shall be fitted over each cargo compartment.

(3) A properly designed gas escape line shall be installed to each tank compartment.

(4) Suitable arrangements shall be provided for preventing accumulation of gases in pockets.

(5) Drain plugs shall be fitted in the bottom of each compartment.

(6) Suitable ventilators protected with gauze wire shall be fitted to all compartments and the ventilators to cargo compartments shall be fitted with gas-tight adjustable shutter.

4. *Decks*.—(1) Gas-tight hatches shall be provided for easy access to each separate compartment. A similar hatch shall be provided for easy access to the store room. In the case of the fore peak and after peak manholes shall be provided.

(2) All gas-tight hatches shall contain a screw plug not less than 6" in diameter.

(3) A sky-light of ample area shall be provided above the engine space. Doors shall be provided in the engine space casing on either side of the deck for easy access to the engine room.

(4) A small bridge shall be provided forward of the engine room sufficiently high to ensure efficient navigation.

(5) Bollards shall be fitted at convenient places along the deck.

5. Pumps.—(1) The pump for discharging the cargo shall be situated so as to be clear of the engine-room and galley and shall be of an approved type.

(2) Unless a separate power unit is provided for driving the pump, the pump shall be arranged in such a way as to afford easy connection to the main motor engine.

(3) The pump shall be of an approved make but may be of any capacity and a spring loaded relief valve shall be provided on the discharge side of the pump, the valve to have an area of at least 60 per cent. of that of the discharge pipe and to be adjusted to relieve at a pressure of 80 lbs. per square inch and connected by a pipe to the suction side of the pump.

(4) A suitable hand pump capable of being used for pumping out any compartment shall be provided.

6. P.P.—(1) Suction pipes shall run along the bottom frames with a separate branch to the after part of each compartment and the valves controlling each compartment shall be operated from the deck by an extended spindle running up through the deck and deck gland box, such pipes may, however, be run along the deck where the depth of the vessel permits.

(2) The discharge pipes shall be fitted on deck and carried amidships with both port and starboard discharge.

(3) A bye-pass shall be fitted so that the barge can be loaded without the aid of the cargo pump. The barge may, however, be loaded through the hatches.

7. Construction.—The vessel shall be constructed in accordance with Lloyd's or other approved Society's Rules for bulk oil carrying vessels.

(b) *Cargo boats which are not self-propelled*—

(1) Tonnage.—The maximum carrying capacity for a cargo boat built under (b) for inland and harbour purposes shall not exceed 500 tons.

2. Compartments.—(i) For all carrying capacities above 150 tons, the cargo boat shall be divided into 6 compartments, or if fitted with a motor pump, into 7 compartments i.e.,

1. Chain locker or fore peak.
2. Hold or store room.
- 3, 4 and 5. Tanks in pairs.
6. Cofferdam or after peak.
7. Motor space.

In the case of a cargo boat constructed to carry 150 tons or under, the number of separate tanks may be limited to two.

(ii) An expansion trunk to contain 4 per cent. of the contents shall be fitted over each cargo compartment.

(iii) A properly designed gas escape line shall be installed to each tank compartment.

(iv) Suitable arrangements shall be provided for preventing accumulation of gases in pockets.

(v) Drain plugs shall be fitted in the bottom of each compartment.

(vi) Suitable ventilators protected with gauge wires shall be fitted to all compartments and the ventilators to cargo compartments shall be fitted with gas-tight adjustable shutters.

3. Decks.—(1) Gas-tight hatches shall be provided for easy access to each separate compartment. A similar hatch shall be provided for easy access to the forehold or shore-room. A manhole shall be provided for the chain locker and peaks.

(2) All gas-tight hatches shall contain a screw plug not less than 6" in diameter.

(3) A sky-light of ample area shall be provided above the motor space. Access to the pump room shall be made through a deck manhole.

(4) Bollards shall be fitted at convenient places along the deck.

4. Pumps.—(1) The pump for discharging the cargo, if motor driven shall be situated in an approved space and shall be of an approved type.

(2) A suitable hand pump capable of being used for pumping out any compartment shall be provided.

5. Pipes.—Pipes shall be arranged as in the case of (a) self-propelled cargo boats.

6. Construction.—The vessel shall be constructed in accordance with Lloyd's or other approved Society's Rules for bulk oil carrying vessels.

APPENDIX "C" TO RULE NOS. 4 AND 8 OF PART II

Special requirements for Bulk Oil Vessels discharging Dangerous Petroleum with the Ship's own power under special permission

(1) Bulk oil vessels permitted to discharge petroleum with their own power shall be constructed in accordance with Lloyd's or other approved Society's Rules for vessels intended to carry petroleum in bulk.

(2) The propelling machinery shall be placed at the after end of the ship.

(3) The casing protecting the propelling machinery space shall be not less than 7 feet in height from the main deck.

(4) All openings in this casing shall be closed air-tight.

(5) Any other precautions deemed necessary to prevent petrol vapour entering the engine-room or stoke-hold shall be carried out.

(6) Where steam is used for the cargo pump, it shall be supplied from the ship's main boilers and the smoke tubes, uptake and funnel shall be clear of soot before commencing discharge.

APPENDIX "D" TO RULE NOS. 11 AND 12 OF PART IV

Requirements for Cargo Boats intended to be employed in carriage of Dangerous Petroleum in the Port of Kandla

(1) The cargo boat must be of iron or steel in good repair, painted red and holding a cargo boat license for the year.

(2) The cargo boat must have a water-tight collision bulkhead forward and a water-tight bulkhead at the after end of the cargo space.

(3) No wood is to be used in the construction or fittings such as linings of the spaces fore and aft of the bulkheads, etc., but external rubbing strakes of wood will be permitted.

(4) Masts, if fitted, shall be of iron or steel and if no mast be fitted there shall be provided an iron or steel stanchion 15 feet high on which the red flag prescribed below shall be exhibited.

(5) Bilges are to be covered with iron or steel plates; gratings or perforated plates through which the State of the bilges can at all times be readily examined.

(6) Wire ropes only are to be used for securing the cargo boat to the tug or wharf but hemp or coir hawsers may be allowed for securing the cargo boat to a vessel lying in the harbour.

(7) Two anchors shall be carried with at least 15 fathoms of chain cable for each.

(8) The anchors shall be carried one at each end of the cargo boat and, when going alongside a wharf to discharge, both anchors are to be let go one distance off and the cargo boat is then to be hauled alongside by wire ropes and secured.

(9) The cargo boat shall be decked fore and aft with iron or steel and the hatch covers shall be fitted with hinges and securing nuts to close down and to be as air-tight as possible.

(10) A pump shall be fitted leading to the bilges.

(11) Two deck sockets of suitable diameter for carrying cowl ventilators shall be fitted in each compartment as "down-takes" and "Up-takes" respectively.

(12) The ventilating shafts shall be carried down to within 6" of the floors and the cowl protected against sparks by 32 mesh wire. The deck sockets may be spaced diagonally or in a fore and aft line as convenient and shall be fitted with valves or plugs to prevent the intake of air from the cargo space when required.

(13) A red flag not less than 6 feet by 4 feet with good halyards shall be carried.

(14) The cooking galley, if fitted, shall be provided with a lock so that it can be secured from use when necessary.

(15) A buoy, which shall be a drum measuring 1' 9" in length and 1' 2" in diameter painted red and properly stropped with an iron band in the middle having a ring attached to which shall be secured a 3" rope 15 fathoms long, shall be attached to such part of the lighter as is least encumbered with spars, the position to be approved by the Deputy Conservator.

NOTE.—The Rules regulating the importation, possession and transport of petroleum apply *mutatis mutandis* to the importation, possession and transport of acetone, wood naphtha and methyl alcohol.

[No. 3-PII(91)/54.]

A. V. SUBRAMANIA IYER, Under Secy.

(Transport Wing)
MERCHANT SHIPPING

New Delhi, the 14th February 1955

S. R. O. 419—In exercise of the powers conferred by the sections mentioned in the first column of the Schedule hereto annexed, the Central Government propose to extend the application of the Rules mentioned in the second column of the said Schedule to the States of Saurashtra and Travancore-Cochin.

Any objection or suggestion which may be received from any person before 15th March 1955 in respect of the proposed extension of the Rules in question will be considered by the Central Government.

SCHEDULE

I	II
Section of the Indian Merchant Shipping Act, 1923 (XXI of 1923).	Name of the Rules.
145	Indian Merchant Shipping (Construction and Survey of Passenger Steamers) Rules, 1935.
145-A, 191 & 216-A	Indian Merchant Shipping (Life Saving Appliances) Rules, 1934.
145-A, 191	Indian Merchant Shipping (Fire Appliances) Rules, 1934.
145-A	Indian Merchant Shipping (Control of Watertight Openings) Rules, 1934.
219	Indian Merchant Shipping (Load Line) Rules, 1934.
224-E	Indian Merchant Shipping (Load Line Convention Certificates Validity) Rules, 1934.
224-C	Indian Merchant Shipping (Depth of Loading) Rules, 1934.
224-M	Indian Merchant Shipping (Timber Cargo) Rules, 1934.
245	Indian Merchant Shipping (Wireless Telegraphy) Rules, 1934.
191,245-Q	Indian Merchant Shipping (Distress Messages and Navigation Warnings) Rules, 1934.

[No. 24-MA(7)/53.]

LIGHTHOUSES*New Delhi, the 14th February 1955*

S.R.O. 420.—In exercise of the powers conferred by clause (c) of section 2 of the Indian Lighthouse Act, 1927 (XVII of 1927), the Central Government hereby declares the lighthouse at Puri to be a general lighthouse for the purposes of the said Act with effect from the 1st day of March 1955.

[No. 20-MT(10)/52.]

S. K. GHOSH, Dy. Secy.

MINISTRY OF WORKS, HOUSING AND SUPPLY*New Delhi, the 9th February 1955*

S.R.O. 421.—In exercise of the powers conferred by sub-section (1) of section 17 of the Requisitioning and Acquisition of Immovable Property Act, 1952 (XXX of 1952) the Central Government hereby directs that the powers exercisable by it by or under the provisions of the said Act, specified in column 2 of the Schedule hereto annexed shall also be exercisable within their respective jurisdiction by the authorities mentioned in the corresponding entry in column 1 of the said Schedule, provided that the powers under section 8 of the said Act in so far as they relate to fixing of compensation by agreement shall not be exercisable by any of the said authorities except with the previous concurrence of the Central Government.

SCHEDULE

I

2

*Authorities.**Provisions of the Act.*

All Land Acquisition Officers of Calcutta and of other districts in the State of West Bengal who are functioning as Collectors under Act I of 1894.

Sections 6, 7, 8 [except clause (b) of sub-section (1)] and section 13.

[No. 1085-EII/55.]

N. N. IENGAR, Dy. Secy.

(Central Boilers Board)*New Delhi, the 15th February 1955*

S.R.O. 422.—The following draft of a certain further amendments to the Indian Boiler Regulations, 1950, which the Central Boilers Board proposes to make in exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (V of 1923), is published as required by sub-section (1) of section 31 of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 30th April, 1955.

Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Boilers Board. Such objections or suggestions should be addressed to the Secretary, Central Boilers Board, Ministry of Works, Housing & Supply, North Block, New Delhi.

Draft amendments

1. For the heading—

"CARBON STEEL FORGINGS

(OTHER THAN SEAMLESS DRUMS)"

above regulation 81, the following heading shall be substituted, namely:—

"CARBON STEEL FORGINGS AND SOLID DRAWN HEADERS
(Other than seamless drums)"

2. For regulations 83 and 84, the following regulations shall be substituted, namely:—

"83. *Tensile Tests.* (a) —The ultimate tensile stress and elongation shall be between the limits of 24 and 38 tons per sq. inch. and 33 and 19 per cent. respectively determined on Standard Test piece or subsidiary round test piece. (Appendix B)."

In no case shall the sum of ultimate tensile stress in tons per square inch and corresponding percentage elongation be less than 57.

Should a tensile test piece break outside the middle half of the test gauge length the test may, at the manufacturer's option, be discarded and another test be made of the same forging.

84. *Bend Tests.*—(a) Bend test pieces shall be of rectangular cross section machined to a finished size of 1 inch wide by $\frac{3}{4}$ inch thick. In the case of headers, bend test pieces may be cut transversely $1\frac{1}{2}$ T wide by T thick where T is the thickness of the header. The edges shall be rounded to a radius of $\frac{1}{16}$ inch. The test pieces shall be bent over the thinner section.

(b) Test pieces shall be bent when cold through an angle of 180° without fracture, the internal radius of the bend being not greater than that specified in table below for the 1 inch wide by $\frac{3}{4}$ inch thick test piece and not more than $1\frac{1}{2}$ T for the full thickness test piece.

Ultimate tensile stress.	Internal radius o' bend.
Tens/ sq. in.-h.	inch.
Upto 32	$\frac{1}{4}$
Above 32 and upto 36	$\frac{3}{8}$
Above 36 and upto 38	$\frac{5}{8}$

Bend tests may be made by pressure or by blows."

In the said Regulations—

3. For regulation 240, the following regulation shall be substituted, namely:—

"240. *Selection of Test Pieces.*—(a) All test pieces shall be selected by the Inspecting Officer and shall be tested in his presence and he shall satisfy himself that the conditions herein prescribed are fulfilled.

(b) *Tensile Test Pieces.*—The ultimate tensile stress and elongation shall be determined from the standard test piece C or subsidiary standard round test piece (see Appendix B).

(c) *Tensile Test.*—The ultimate tensile stress and minimum elongation, shall be as shown in Table below:—

ULTIMATE TENSILE STRESS AND MINIMUM ELONGATION FOR SEAMLESS FORGED DRUMS.

Ultimate tensile stress.	Minimum elongation.
Tens/ sq. inch.	per cent
28-32	25
32-36	21
34-38	19

Should a tensile test piece break outside the middle half of the test gauge length the test may be discarded and another test be made of the same drum.

(d) *Bend test pieces.*—Bend test pieces shall be of rectangular section 1 inch wide by $\frac{3}{4}$ inch thick. The edges shall be rounded to a radius of $\frac{1}{16}$ inch. The test pieces shall be bent over the thinner section.

(e) *Bend Tests.*—The test pieces shall, when cold, be capable of being bent without fracture, through an angle of 180° , the internal radius of the bend being not greater than that specified in table below:—

Ultimate tensile stress.	Internal radius of bend.
Tens/ sq. inch.	inch.
Upto 32	$\frac{3}{8}$
Above 32 and upto 36	$\frac{1}{2}$
Above 36 and upto 38	$\frac{3}{4}$

Bend tests may be made by pressure or by blows."

4. For the table under clause (c) of Regulation 340, the following table shall be substituted, namely:—

NOMINAL STRESS AT WORKING METAL TEMPERATURES FOR RECTANGULAR SECTION HEADERS.

Working metal temperature	Nominal Stress								Cast steel 28 to 35 tons/sq. inch	
	Wrought steel									
	Carbon Steel					Half per cent molybdenum Steel				
	Ultimate tensile stress 24-28 ton/sq. in.	Ultimate tensile stress 26-30 ton/sq. in.	Ultimate tensile stress 28-32 ton/sq. in.	Ultimate tensile stress 32-36 ton/sq. in.	Ultimate tensile stress 34-38 ton/sq. in.	Grade A Ultimate tensile stress 26 ton/sq. in. (min.)	Grade B Ultimate tensile stress 31 ton/sq. in. (min.)	Ultimate tensile stress 28 ton/sq. in (min.)		
Degrees F	lb./sq. in.	lb./sq. in.	lb./sq. in.	lb./sq. in.						
Upto										
550	12,200	13,200	14,300	16,400	17,300	13,300	15,800	10,000		
600	12,200	13,200	14,300	16,400	17,300	13,300	15,800	9,000		
650	12,200	13,200	14,300	16,400	17,300	13,300	15,800	8,000		
700	12,000	13,000	13,800	15,600	16,500	13,300	15,800	7,560		
750	11,000	11,700	12,300	13,600	14,200	13,300	15,800	7,200		
800	9,700	10,100	10,500	11,200	11,600	13,200	15,000	6,750		
850	8,100	8,300	8,500	8,900	9,100	12,700	14,500	6,300		
900	6,300	6,300	6,300	6,300	6,300	12,100	13,900	4,400		
925	..	..	..	..	..	11,400	12,200	..	
950	..	..	..	..	..	8,700	8,400	..	
975	..	..	..	..	..	5,100	4,600	..	

NOTE :—Intermediate values may be interpolated.

[No. BL-304 (5)/53.]

M. N. KALE,

Secretary, Central Boilers Board.

MINISTRY OF REHABILITATION

New Delhi, the 12th February 1955

S.R.O. 423.—WHEREAS the Central Government is of opinion that it is necessary to acquire certain evacuee properties in the State of Madras for a public purpose, being a purpose mentioned in sub-section (1) of section 12 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of 1954);

NOW, THEREFORE, in exercise of the powers conferred by the said sub-section, it is notified that the Central Government has decided to acquire, and hereby acquire, the evacuee properties specified in the Schedule hereto annexed.

THE SCHEDULE

S. No.	Description of the evacuee property	Name of the City in which the evacuee property is situated	Name of the evacuee
1	2	3	4
1	43 Arathoon Road, Municipal Div. Madras No. 2.		(Evacuee Amina Boo).
2	{ 54, Suryanarayana Chetty Street, Royapuram, Municipal Div. No. 3. { 55, Suryanarayana Chetty Street, Roya- puram, Municipal Div. No. 3.	Do.	(Evacuee M.A. Aleem). (Evacuee M.A. Aleem).
3	15/16, III Line Beach, Municipal Div. No. 12.	Do.	(Evacuee Haji Habib Haji Pir Md.).
4	157, Moore Street, Municipal Div. No. 12.	Do.	(Evacuee Akhter Begu).
5	93, Thambu Chetty Street, Municipal Div. No. 13.	Do.	(Evacuee Rahiba Sultan Shirazi).
6	133, Moore Street, Municipal Div. No. 12.	Do.	(Evacuee Sugra bi).
7	140, Moore Street, Municipal Divn. No. 12.	Do.	(Evacuee Dost Mohd. & another).
8	8, Anderson Street, Municipal Divn. No. 14.	Do.	(Evacuee Dawood Haji Shukur Gani).
9	16, Anderson Street, Municipal Divn. No. 14.	Do.	(Evacuee Haji Habib Haji Pir Md.).
10	2 Anderson Street, Municipal Divn. No. 14. 48, Anderson Street, Municipal Divn. No. 14.	Do.	(Evacuee Sulaiman Abdul Rahiman Sait & Others). (Evacuee Haji Hussain Haji Gani).
12	30, Ellis Road, Municipal Divn. No. 39.	Do.	(Superstructure only). (Evacuee Sahjahan Begum)
13	28, Raza Hyder Street, Municipal Divn. No. 39.	Do.	(Evacuee Ghouse Badsha).
14	16, Ritchie Street, Municipal Divn. No. 29.	Do.	(Evacuee M.A. Basheer).
15	37, Wellers Road, Municipal Divn., No. 29.	Do.	(Evacuee M.A. Basheer).
16	{ 11, Byramjung Bahadur St. I Lane, Municipal Divn. No. 39. { 15, Byramjung Bahadur St. I Lane, Municipal Divn. No. 39.	Do.	(Evacuee Gafoor Namazi). (Evacuee Gafoor Namazi).

1	2	3	4
17	7, Montieth Lane, Egmore, Madras .	Madras	(Evacuee Mrs. Gauher Begum
18	5, Montieth Road, Municipal Divn. No. 32.	Do.	(Evacuee Hameed Khan).
19	H. S. No. 1605/24, Municipal Divn. No. 32.	Do.	(Evacuee Hameed Khan).
20	60, Chinnathambi Street, Municipal Divn. No. 14.	Do.	(Evacuee Tar Mohd. Janoo).
21	20, Sembudoss Street, Municipal No. 13.	Do.	(Evacuee Md. Raza Shirazi).
22	18, Armenian Street, Municipal Divn. No. 13.	Do.	(Evacuee Jawad Shirazi).
23	7, Sunkurama Chetty Street, Municipal Divn. No. 13.	Do.	(Evacuee Jawad Shirazi).
24	20, Godown Street, Municipal Divn. No. 14.	Do.	(Evacuee Abdul Gani Jan Mohamed).
25	21, Anderson Street, Municipal Divn. No. 14.	Do.	(Evacuee Abdul Karim Bros
26	24, Devaraja Mudali Street, Municipal Divn. No. 28.	Do.	(Evacuee Md. Raza Shirazi).
27	9, Davidson Street, George Town .	Do.	(Evacuee Ahmed Khaleeli).
27-A	8, Davidson Street, George Town .	Do.	Do.
28	"Khaleel Mansions", 35 Mount Rd. .	Do.	(Evacuee Abbas Khaleeli).
29	12, Marshalls Road, Municipal Divn. No. 31.	Do.	(Evacuee Javad Shirazi).
30	12A, Marshalls Road, Municipal Divn. No. 31.	Do.	(Evacuee Md. Raza Shirazi).

[No. F.10 (23) SI/55.]

M. L. PURI, Under Secy.

MINISTRY OF LABOUR

New Delhi, the 11th February 1955

S.R.O. 424.—In pursuance of section 4 of the Employees' State Insurance Act, 1948 (XXXIV of 1948), the Central Government hereby appoints ~~as~~ the recommendation of the Government of Madras Shri V. Balasundaram, I.A.S., Commissioner of Labour, Madras, to be a member of the Employees State Insurance Corporation in the vacancy caused by the resignation of Shri C. G. Reddi, I.A.S., and directs that the following amendment shall be made in the notification of the Government of India in the Ministry of Labour, No. S.R.O. 2155 dated the 16th November, 1953, namely:—

In the said notification, under the heading "[Nominated by the State Governments of Part 'A' and Part 'B' States under clause (d) of section 4]" for item (13) relating to Shri C. G. Reddi, Commissioner of Labour, Madras, the following item shall be substituted, namely:—

"(13) Shri V. Balasundaram, I.A.S., Commissioner of Labour, Madras."

[No. SS.121(99).]

K. N. NAMBIAR, Under Secy.

New Delhi, the 11th February 1955

S.R.O. 425.—In exercise of the powers conferred by section 5 of the Dock Workers (Regulation of Employment) Act, 1948 (IX of 1948), read with rule 3 of the Dock Workers (Advisory Committee) Rules, 1949, the Central Government hereby appoints the Chief Labour Commissioner (Central), Ministry of Labour, to be a member of the Dock Workers Advisory Committee representing the Government and directs that the following amendments shall be made in the notification of the Government of India in the Ministry of Labour, No. S.R.O. 1023, dated the 23rd March, 1954, namely:—

In the said notification,—

- (i) in paragraph 1, under the heading "Members representing the Government", for entry (1) relating to Shri S. C. Joshi, the following entry shall be substituted, namely:—

“(1) The Chief Labour Commissioner (Central), Ministry of Labour.”;
and

(ii) for paragraph 2, the following paragraph shall be substituted, namely:—

“(2) The Central Government hereby nominates the Chief Labour Commissioner (Central), Ministry of Labour, as the Chairman of the said Advisory Committee.”

[No. Fac. 73(6).]

P. M. SUNDARAM, Dy. Secy.

New Delhi, the 15th February 1955

S.R.O. 426.—In exercise of the powers conferred by section 14 of the Industrial Employment (Standing Orders) Act, 1946 (XX of 1946), the Central Government hereby exempts the Lignite Project, Neyveli, from the provisions of the said Act, subject to the following conditions, namely:—

- (1) that the Project authorities shall publish the Standing Rules governing the conditions of employment of labour in the Project, in English and in the language or languages understood by the majority of the workmen; and
 - (2) that a copy of the pamphlet in the appropriate language shall be supplied to each workman free of cost.

[No. LR.11(24)/54.]

N. C. KUPPUSWAMI, Dy. Secy.

MINISTRY OF INFORMATION AND BROADCASTING

ORDER

New Delhi-2, the 9th February 1955

S.R.O. 427.—In pursuance of clause 2 of the directions issued under the provisions of each of the enactments, specified in the First Schedule annexed hereto, the Central Government, with the previous approval of the Film Advisory Board, Bombay, hereby directs that the Schedule annexed hereto, in all their language versions, to be of the description specified against each in column 2 of the Schedules annexed to the Orders in the Ministry of Information and Broadcasting, Schedule annexed hereto, in all 5 of the said Schedules.

THE FIRST SCHEDULE

1. Sub-section (4) of section 5 of the Mysore Cinemas (Regulation) Act 1952 (Mysore Act XXXI of 1952).
 2. Sub-section (4) of section 5 of the PEPSU Cinemas (Regulation) Act, 1954 (PEPSU Act 7 of 1954).
 3. Sub-section (3) of section 5 of the Assam Cinemas (Regulation) Act, 1953 (Assam Act XIV of 1953).
 4. Sub-section (4) of section 5 of the Punjab Cinemas (Regulation) Act, 1952 (Punjab Act XI of 1952).

THE SECOND SCHEDULE

1. S.R.O. No. 3558-A, dated the 11th December 1954.
2. S.R.O. No. 3607, dated the 18th December 1954.
3. S.R.O. No. 3650, dated the 25th December 1954, as amended by S.R.O. No. 171, dated the 13th January 1955.
4. S.R.O. No. 3672, dated the 30th December 1954.
5. S.R.O. No. 110, dated the 6th January 1955.
6. S.R.O. No. 173, dated the 13th January 1955.
7. S.R.O. No. 228, dated the 20th January 1955.
8. S.R.O. No. 276, dated the 27th January 1955.

[No. 1/48/54-F/App./13.]

S. BANERJEE, Dy. Secy.

ORDER

New Delhi, the 17th February 1955

S.R.O. 428.—In pursuance of clause 2 of the directions issued under the provisions of each of the enactments specified in the First Schedule to the Order of the Government of India in the Ministry of Information and Broadcasting, S.R.O. No. 331, dated the 3rd February, 1955, the Central Government, with the previous approval of the Film Advisory Board, Bombay, hereby certifies the films specified in column 2 of the Schedule hereto annexed, in all their language versions, to be of the description specified against each in the corresponding entry of column 5 of the said Schedule.

SCHEDULE

S. No.	Title of the film	Name of Producer	Source of supply	Whether a scientific film or a film intended for educational purposes or a film dealing with news and current events or a documentary film.
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1	2	3	4	5
1.	Indian News Review No. 331	Government of India, Films Division, Bombay.	Government of India, Films Division, Bombay.	Film dealing with news and current events.
2.	Vigil on Wheels	do	do	Documentary film.

(1/48/54—F. App/15.)

D. KRISHNA AYYAR, Under Secy.